

MINUTES

Technical Committee Meeting

Thursday, May 18, 2006

1:30 p.m.

Conference Room 113

Members Present: Karl Fredrickson, Larry Worth, Marc Rosso (representing Roger Figard), Virendra Singh, Randy Hoskins, Public Works/Utilities; Marvin Krout, David Cary, Planning; Ron Schlautman (representing Steve McBeth), Rich Ruby, James Miller, NDOR; Don Thomas, Doug Pillard, County Engineering; and Marc Wullschleger, Urban Development

Others Present: Mike Piernicky, Olsson Associates; Steve Burnham, FHWA; Scott Cockrill, Karen Sieckmeyer, Public Works/Utilities; Kent Morgan, Planning Department; Allan Abbott, Kim Bell, Dawn Steffen, HWS Consulting Group; Jonathan Cook, City Council; Mike Dennis, South 48th Street Association.

Karl Fredrickson called the meeting to order and roll-call was taken.

Agenda Item No. 1 - Review and action on the draft minutes of the April 20, 2006, Technical Committee Meeting.

Ron Schlautman commented that in the correction of the minutes for March 30 where it says “*earmarked funds needs to be there for the South Beltway before starting construction*”. That was based on the fast track schedule. The fast track was based on the earmarked funds being there. A motion was made by Marc Wullschleger to approve the minutes with the above changes, Don Thomas seconded. Motion carried unanimously.

Agenda Item No. 2 - Review and action on a proposed *Comprehensive Plan Amendment for the Antelope Valley Roadway system to show the east-west diagonal road in the Antelope Valley Roadway system from the 9th/10th Street connection east to Cornhusker Highway as 6 lanes.*

Mike Brienzo handed out a draft staff report for an amendment to the transportation section of the Comprehensive Plan that is going before the Planning Commission on Wednesday, May 24th along with the CIP and TIP. It is still in draft form because it is not officially released to the public until 3:00 p.m. today. Brienzo referred to the map which shows the Antelope Valley Roadway Projects and highlighted the east-west diagonal roadway identified as a four lane project in the 2025 Transportation Plan. This segment of the Antelope Valley Projects is the 9th and 10th Street connection to Cornhusker Highway. The request is to amend the Plan to change this segment to show a six lane project in the Plan. Since the Comprehensive Plan was adopted in 2002, there has been an additional detailed study on the width of this roadway which calls for a six lane facility. The more immediate reason for this amendment is to make sure that the CIP/TIP and the Comprehensive Plan conform.

A motion was made by Virendra Singh to approve this amendment and forward it to the Planning

Commission, seconded by Marvin Krout. Motion carried unanimously.

Agenda Item No. 3 - Review and action on the Lincoln City / Lancaster County FY 2007-2009 and 2010-2012 Transportation Improvement Program.

Brienzo stated that the Transportation Improvement Program is prepared annually and the timing coincides with the development and approval process of the Capital Improvement Program. The objective of the TIP is to coordinate major transportation projects and identify federal aid projects for approval by the FHWA and FTA. According to federal regulations governing transportation planning, the Transportation Improvement Program is a multi-year program of transportation improvement projects that must be updated, at a minimum, every two years, contain three years of projects and be consistent with the adopted transportation plan. The TIP is currently updated annually and it covers six years of projects. According to the new SAFETEA-LU legislation this will be changing. The TIP will need to be updated, at a minimum, every four years and contain, at a minimum, four years of projects.

As part of the new SAFETEA-LU legislation, Transportation Plan and TIP development are required to employ visualization techniques prior to adoption of the plans and TIP's. The TIP is to be published prior to adoption and be available for public review. The TIP has been available for public review at Public Works/Utilities as well as being posted on the internet. The new SAFETEA-LU legislation specifies that the annual listing of projects that have been obligated for federal funding. This is to be a cooperative adventure between State, Transit Operator, and the MPO, and it should also include two new project types, "investments in pedestrian walkways and bicycle transportation facilities". We are working with StarTran in developing the obligation for transit projects and the guidance we have received to date, is that the timing of this publication should be within three months after the end of the program year. The program can be developed on a calendar year or fiscal year to be determined by the participants. The deadline for having the new regulations in place is July 1, 2007.

The Long Range Transportation Plan for the Lincoln and Lancaster County was adopted in May, 2002. It had amendments in 2003, 2004 and 2005. Currently, we have an amendment going through the process, the Antelope Valley Project. We will be adding to the TIP completed projects and projects under contract given to us by the State. The listing of the State added to the TIP will be to the program based on the recommendation of the Technical Committee. Brienzo handed out a list of projects from the State that have been completed, or under contract, and these need to be published in the TIP. There will be some shift in money from one fiscal year to another but this won't affect the projects we are approving. The County had two completed projects, Rock Creek Road and NW 48th Street which have been completed, and will need to be identified in the program as well. A typo on page C5, South 68th Street on Hickman Road to Roca Road will need to be corrected. It appears that StarTran has some extra funding applied to their Transit Development Study and that will be listed in the Unified Planning Work Program and won't be needed to be listed in the TIP. Staff recommendation is that the Technical Committee find the TIP in conformance with the Long Range Transportation Plan as amended and recommended this to the Planning Commission with the amendments.

Randy Hoskins mentioned that in Section I of the first table, it says dollars in the thousands and it should be dollars in the millions. Ron Schlautman had a question about the SAFETEA-LU. How is this going to affect next year's TIP when we are required to show four years of projects instead of three? How does that affect your CIP? Brienzo doesn't see this as a problem since the current program contains six years of projects and so next year, you will be approving four years of projects instead of three years of priority projects.

A motion was made by Don Thomas to approve the TIP with the typos corrected and forward on to the Planning Commission and Officials Committee, David Cary seconded. Motion carried unanimously.

Agenda Item No. 4 - Review and action on the recommended *Lincoln Area Street and Roadway Improvement* network to be forwarded to the Lincoln/Lancaster Planning Commission for use in developing the 2030 Lincoln -Lancaster Long Range Transportation Plan.

Randy Hoskins passed out the upcoming schedule for the LRTP. Next Wednesday, the 24th at noon, the City will be going to the Planning Commission and briefing them so a determination can be made in narrowing the 12 alternative networks down to a single network. The 31st of May is when the Planning Commission has their work session to narrow it down to one item. The City did have a public forum yesterday in front of the Planning Commission, basically it was an opportunity for the public to give their input on what has been accomplished. The yellow sheet that was passed out is similar to the one handed out last time. It goes through the steps that have been accomplished and where we are at now and in the future. Hoskins passed out a piece of paper with a table on it that Olsson Associates had prepared. The City asked Olsson to put together a way of creating a benefit cross ratio for the various networks that were put together. What the City will be recommending to the Planning Commission is that they go with the 2025 plan. The City also added the "O" Street six lane all the way to 84th Street and included the six laning of Cornhusker Highway to Highway 6 per a recommendation from the Technical Committee. The Planning Commission asked the City to only look at networks 8 thru 11 on the blue sheet. They were thinking that the City was tossing out all of the alternates that included one way streets. What the City is looking to do now is to come up with a network that is fiscally constrained which means we have to be within 10% of our expected funding. The other map that Hoskins says the City will bring back to this group is an illustrious plan and that is going to be the one that shows what the City believes the actual needs are and primary focus of that is going to be looking at right-of-way. The City's thoughts would be to combine the County and City into one map so the City doesn't have confusion because the roads are so close.

Krout asked if there was going to be information that shows improvements are needed because it doesn't seem to be justified by this analysis. Krout asked what we could expect coming from the Planning Commission regarding these two streets. Basically the 2025 Plan shows six laning of 84th Street from "O" to Cornhusker and 98th Street being two from Cornhusker down to the Highway 6 of the 2030 growth and then four lanes south. Krout wanted to make sure the Sub-Committee was meeting to talk about this further and by then Hoskins could have the justification for "O" Street and Cornhusker. Krout said that any of this could change depending on different analysis. One would be where you would come back with a estimation of expected revenues to see how close you are to the financial constraints. Environmental impacts will be another one that will be very important in this but we still need to answer the question on how we are going to handle the level of service. Look at the width of streets to see whether we should go with 2, 4, or 6 lanes.

Agenda Item No. 5. Any other items. Fredrickson wanted everyone to know that there will be an insert in the Neighborhood extra regarding Antelope Valley. Public Works/Utilities will also be providing bus and bicycle tours.

Brienzo mentioned that we have Technical Committee meetings scheduled for the rest of the year. In order to give the committee a heads-up, Mike passed out a draft of the next agenda. It will always be subject to change and if any of the committee members would like to have an item put on the agenda, give either Brienzo or Fredrickson a call.

Krout stated that he would like to give the public an opportunity at all of the meetings for public

comments. Brienzo mentioned that he has had the Law Department review this and we don't have to include public comments at our meetings. We do allow this several times a year and we could do this at every meeting, but this is only a listening session. Discussion was held regarding whether public comment should be put on the agenda permanently.

Krout made a motion to change the by-laws to include time for public comments at the end of each meeting, Cary seconded it. Motion failed 4-5 with 3 abstaining.

Meeting adjourned.

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